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AIRCRAFT of ALL NATIONS

Edited by Henry Woodhouse, with introduction by Rear Admiral Robert E. Peary



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THE WAR IN THE AIR

By HENRY WOODHOUSE

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"Text Book of Military Aeronautics," Managing Editor of "Flying."

Great Britain, France and Germany have each over 10,000 aeroplanes—and are making efforts to get more and more. Great Britain spent about \$350,000,000 in aeronautics in the second year of the war and \$550,000,000 in the third year of the war. There are 958 manufacturing concerns supplying aircraft and parts in Great Britain alone. Aeroplanes are increasing in speed, size and general efficiency, and are being used for innumerable purposes, some of which are as yet entirely unknown to the layman. The following report tells of some of the many uses of aircraft not generally known:

"The aim was to intercept German military trains on the Douai-Lille main line. The railway station at Libercourt, sidings, and rolling stock were to be bombed, and an attempt made to attack trains going south, in the hope that they might be carrying troops or ammunition towards the Somme battlefield. Patrols, each of three aeroplanes, were first sent to attack neighboring enemy aerodromes to prevent German aeroplanes from going up to interfere; smoke bombs were dropped at intervals to keep the aerodromes enveloped in smoke, and from time to time a high explosive bomb to show our machines were still there. During this period two of our machines were to descend and attack the trains. The first train to appear was seen leaving Libercourt at about 1:40 p. m. and our machinery dived down to attack it. While descending, a second train was seen coming up on a branch line toward Ostroicourt, where it joins the main line, and one of our machines diverted on to it. The first train was attacked from a height of about 800 feet near Ostroicourt; six bombs were dropped. The engine was hit, became derailed, and two or three of the first coaches partly exploded. German soldiers immediately began to alight, were fired on, and ran toward Ostroicourt village and woods. There were so many men that the pilots said it would have been hard to miss them, and a large number were either killed or wounded. Meanwhile, the second train came to a standstill near the junction, as the wrecked train on the main line was blocking its way. The other machine attacked it with six bombs, two of which hit the train and one the engine. Troops also here began to descend, and were fired on. They fled toward the neighboring village. Altogether between 600 and 700 rounds were fired by the two aeroplanes, and many German soldiers were hit. Neither of our machines were fired on. As soon as the attack on the train began the main raiding party, composed of seven aeroplanes, and an escort, attacked Livercourt Station at about 2 p. m., where fourteen heavy and thirty-four smaller bombs were dropped. Station buildings, sidings and rolling stock were hit, some carriages were wrecked, and one coach was afterwards observed to be lying crossways over the line. The patrol over Brovin Aerodrome destroyed a bangar in the course of its work."

One hundred and thirty aeroplanes and seaplanes were greatly responsible for the Italian victory on the Carso. They dropped ten tons of bombs on the enemy.

The employment of aircraft for naval purposes is likewise most extensive. Aircraft are employed:

- (a) To locate and assist destroyers, trawlers and submarine chasers in capturing or destroying hostile submarines (both seaplanes and dirigibles are needed).
- (b) To locate submerged mines and assist trawlers in destroying mines. (Seaplanes, dirigibles and observation balloons used).
- (c) Searching the coasts for submarine bases. (Seaplanes and dirigibles used).
- (d) To convoy troop and merchant ships on coastwise trips. (Dirigibles best adapted for this work).
- (e) To patrol the coasts, holding up and inspecting doubtful ships and conveying them to examining stations. (Dirigibles best adapted for this work).
- (f) Attacking hostile ships and submarines that may show up near the coasts, with torpedoes, bombs and guns. (Large torpedoplanes and large seaplanes mounting guns best adapted).
- (g) Protecting ships at sea and in ports against attack from hostile submarines and battleships. (Seaplanes and dirigibles used).
- (h) Communicating to incoming ships information regarding the location of mines, submarines and the course to follow to avoid disasters and confusion. (Seaplanes and dirigibles used).
- (i) Serving as the "eyes" of mine planters, minimizing the time required for mine planting. (Dirigibles and observation balloons best adapted for this work).
- (j) Defending and protecting naval bases and stations from naval and aerial attacks. (Armed air cruisers and combat planes used).

Besides the above, the Naval Air Service in other countries has been used for many other purposes, but the above gives a good idea of the value of aircraft for war purposes.

The United States gave the world the first practical aeroplane and the first successful seaplane. For the past few years we have been last in military and naval aeronautics. We are now starting to build up our air fleets. Let us not stop until we have, with our allies, attained supremacy of the air!

Henry Woodhouse

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A NEW SERIES OF PHOTOGRAPHS

Selected and described by

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WITH AN INTRODUCTION

by

REAR ADMIRAL ROBERT E. PEARY

Chairman, National Aerial Coast Patrol Commission. Member, Board of Governors, Aero Club of America, Etc.

C. S. HAMMOND & COMPANY

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INTRODUCTION

COMMAND OF THE AIR ALL IMPORTANT

By REAR ADMIRAL ROBERT E. PEARY

Chairman, National Aerial Coast Patrol Commission, Member, Board of Governors, Aero Club of America, etc.

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The broadest material lesson for the United States in the present European War is this:

Command of the sea and command of the land are worthless—are, in fact, impossible without command of the air!

To put it in a somewhat different form, our military forces, both navy and army, will be useless without a superior force and commanding air service.

No attack can be driven home to-day on any European battlefield without the assistance of the air service.

The Jutland sea fight was dominated by the eyes of a dirigible.

Leaders in the European struggle, men on whose shoulders rests the responsibility for the very existence of their respective nations, are saying publicly and officially, in thoroughly considered words:

First.—That the time is near when the air service of a country will be more vital to its safety than its army and navy combined.

Second.—That the decision in the present war may come in the air.

Third.—That every country will be obliged to have a separate, independent air service by that sheer necessity which knows no law, regards no precedent, fears no government.

To give the United States proper air power—real air preparedness—we need a full and immediate appreciation, on the part of the public, the press and the Government, of the vitalness, the magnitude and the immediateness of this question of air power for the United States.

Then we want:

First.—A separate Department of Aeronautics, independent of the army and navy, with a seat in the President's Cabinet.

Second.—An aviator class similar to our present chauffeur class; thousands of young men throughout the country able to handle an aeroplane as a chauffeur handles his car—aero-chauffeurs.

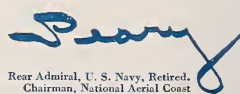
Third.—A comprehensive aero coast-defense system along the general lines the National Aerial Coast Patrol Commission has indicated and is urging. This system should comprise a continuous cordon of sentinel planes a hundred miles or more off the coast, and large aero squadron stations near all the principal coastal cities, to protect the cities from air raids, and for offense against a hostile fleet.

Fourth.—Extension of our aeronautic manufacturing facilities until we can produce aircraft by the thousands.

These things should be done immediately. Victory in the present war; the efficiency of our army and navy; the protection of our coasts and coastal cities; the safety of the Panama Canal; the existence of the nation—all are involved.

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Rear Admiral, U. S. Navy, Retired.
Chairman, National Aerial Coast
Commission.



A Curtiss military biplane of the "JN-4" type in flight. This machine is equipped with a motor of 100 h. p., and carries a pilot and observer.



A squadron of American military aeroplanes at one of the Army aviation stations. The machines shown are of the "Standard," "Curtiss" and "L.W.F." types.



Looking for the Enemy at 10,000 Feet. This French air fighter, looking for the enemy at 10,000 feet, was snapped by the camera of another allied airman. This remarkable photograph shows this air fighter was caught by surprise, and turned around ready to turn the gun on the machine above him—which proved to be a friendly plane.



A Goodyear military kite balloon of the type used for observation purposes by leading armies and navies. It is 80 feet long and has hydrogen capacity of 25,000 cubic feet, which enables it to lift two observers to a height of 7,000 feet.



The twin-motored "Curtiss" seaplane about to start for a flight. This machine, which is especially suited for launching torpedoes and hunting submarines is equipped with two motors of 100 h. p.



The "Aeromarine" type seaplane built for the U. S. Navy. It is equipped with a 130 h. p. Hall-Scott motor, and is particularly suited for hunting submarines and launching torpedoes.



A flying boat equipped with the Sperry automatic pilot, which makes it possible for the aviator to let go of the controls and for the passenger to climb out on the wing without upsetting the machine.
Note the passenger standing on right wing.



The Gallaudet seaplane built for the U. S. Navy equipped with two motors of 150 h. p. each. .



The carriage and part of the bag of one of the "Blimps," the small dirigibles used by the Allices for coast patrol and submarine hunting.



A German air scout returning from a trip over the French lines about to land.



A 100 h. p. "Burgess-Duffie" hydroaeroplane used by the U. S. Army
"Somewhere in America."



A 140 h. p. "Sturtevant" naval seaplane on a scouting trip. This machine can carry
two passengers and 150 lbs. of bombs.



A Lewis gun used against aircraft by a Canadian anti-aircraft gun unit.



A 75 millimeter anti-aircraft gun and one of the gunners who shot down a Zeppelin in France.



A huge three motored "Curtiss" used in number by Great Britain for submarine hunting. This shows the tremendous progress made in the construction of aeroplanes in America. A still larger air cruiser has been built which has already carried eight people, 600 gallons of gasoline and instruments and equipments at a speed of 78 miles an hour.



The torpedoplane, which is expected to revolutionize naval warfare. The torpedoplane was patented in 1912 by Admiral Fiske, but the work of developing it was only recently undertaken by the Aero Club of America. A small torpedo weighting less than 200 pounds launched from a seaplane can sink an unarmored ship. A larger torpedo will also sink an armored ship.



A large naval Zeppelin over 500 feet in length, and capable of lifting 15 tons of useful weight, including bombs and machine guns.



A military Zeppelin close to 500 feet long, which landed in France during its trials. The photograph shows French cavalry guarding it.



Partial view of a huge Italian battleplane equipped with three motors of 150 h. p. each used extensively for bomb dropping.



The naval airship "DN-1" traveling close to the surface of the water during one of its scouting trips.



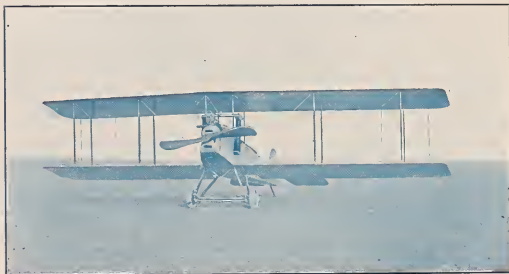
"Wright-Martin" Military biplane equipped with Hall-Scott motor.



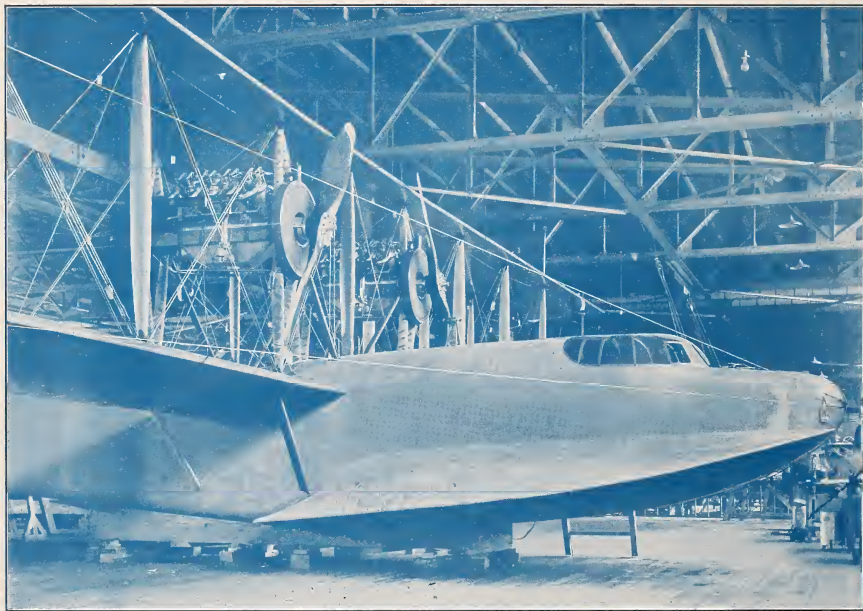
The 150 h. p. "Wright-Martin" biplane.



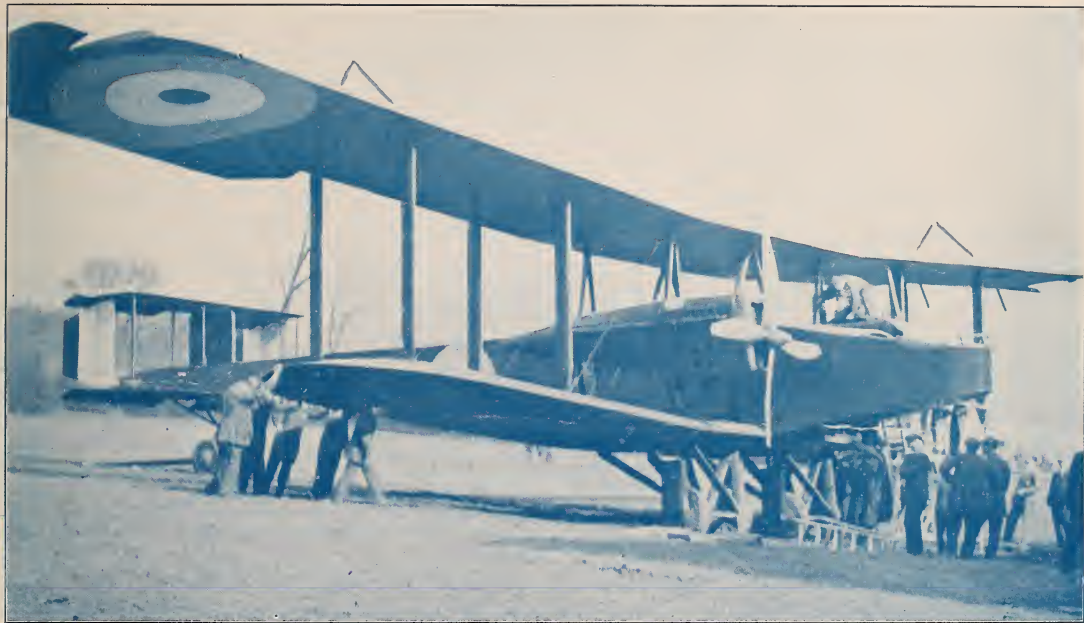
The 130 h. p. "Thomas" military biplane starting for a flight.



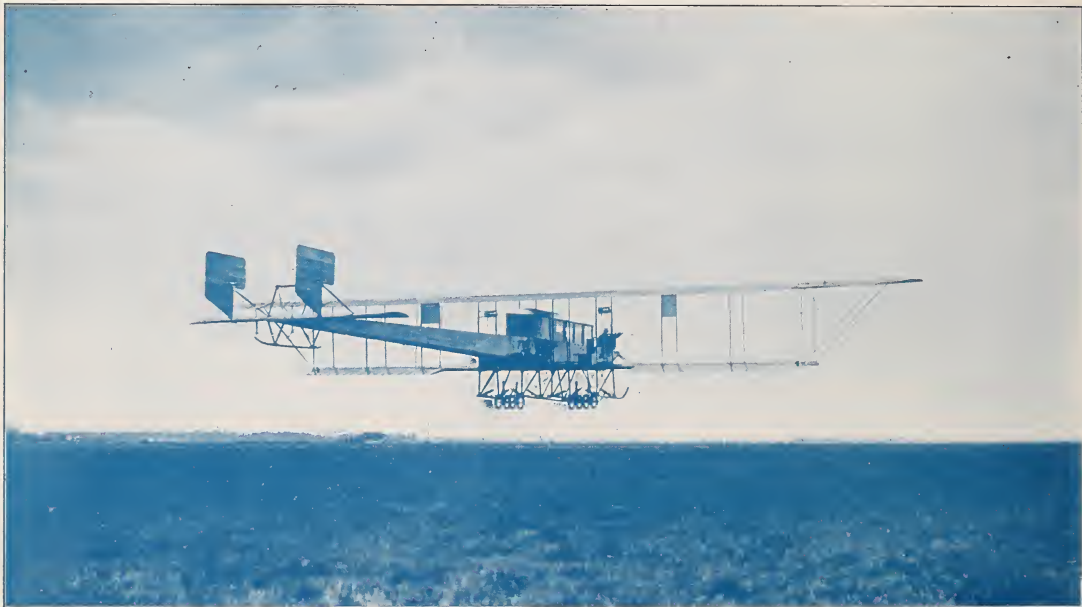
A "Standard" military biplane equipped with 135 h. p. motor.



One of the huge "Curtiss" seaplanes, Model H-10, shown in the factory ready for shipment.



A huge "Handly-Page" battleplane. The span of the wings is 98 feet, the length 65 feet. It is equipped with two Rolls-Royce motors of 280 h. p., and has mountings for three guns. It holds the record for carrying 21 passengers.



The sixteen passenger "Sykorsky" Russian battleplane, which is used in the great war to carry large loads of explosives.



A fleet of "Blimps," the small airships used in large number by all the Allies for hunting submarines and coast patrol work. They are about 180 feet long.

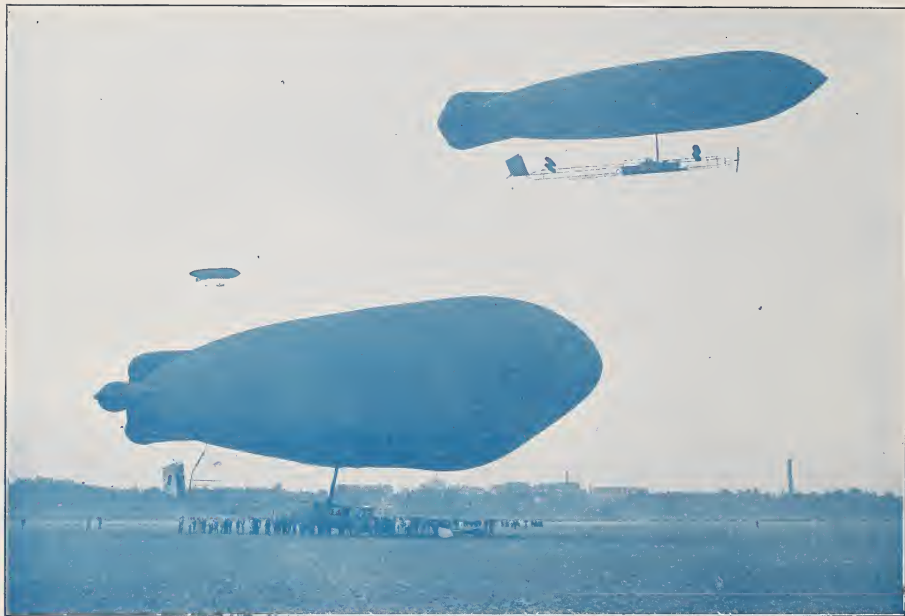


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The Aerial Blockade: Depicting the holding up of a ship at sea by a German Zeppelin.



A British seaplane flying over the British battleship "Iron Duke."



Three French dirigibles of the "Zodiac" type starting for cruises.



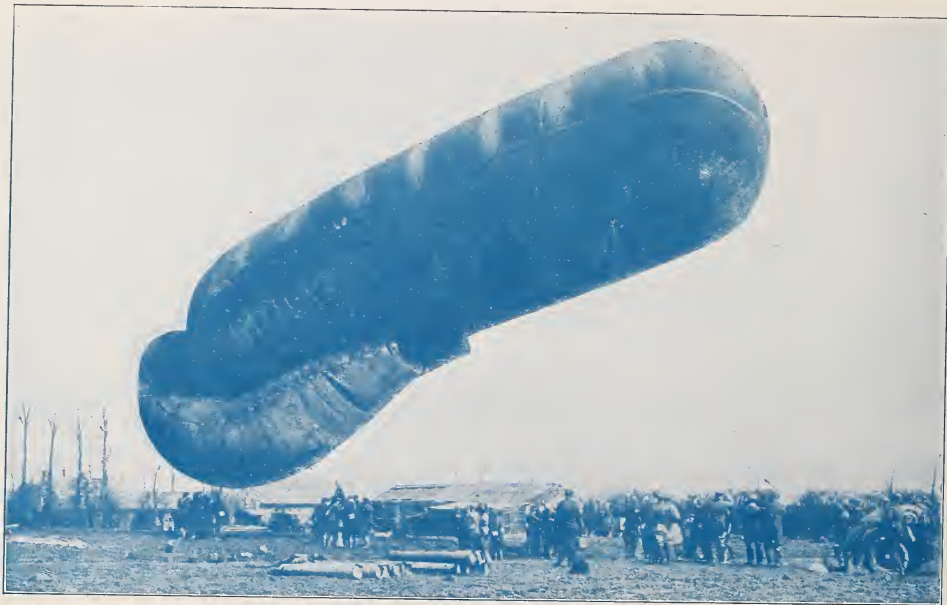
Prince Frederick Karl of Prussia starting for a flight in a very fast German fighting biplane.



The Canadian battleplane equipped with two motors of 160 h. p. built in Canada, which attained a speed of 105 miles an hour with full load.



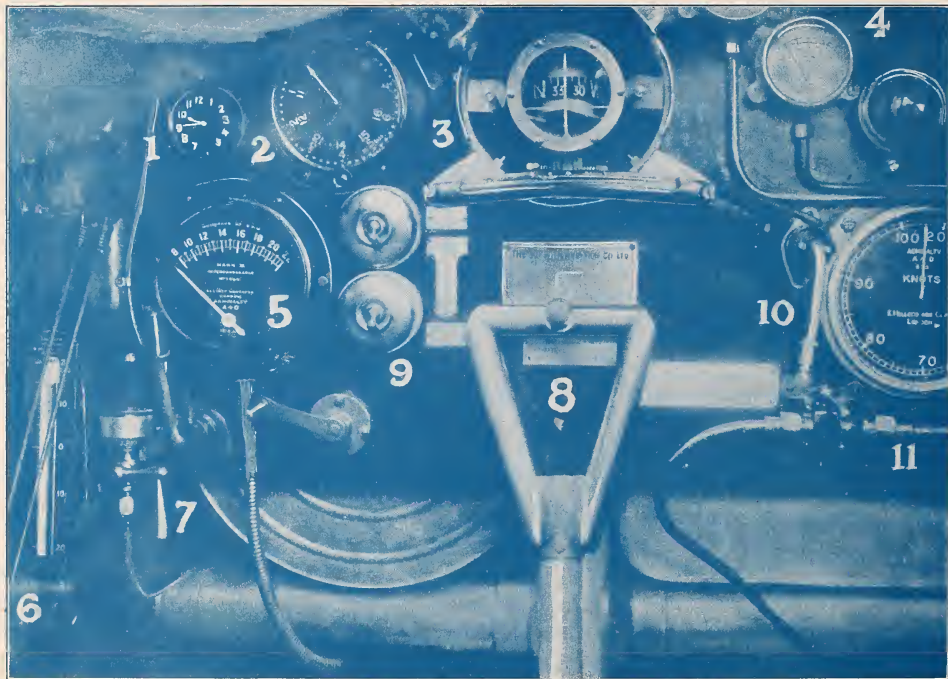
An American flying boat on landing after a moonlight flight at Lake Como, Italy.



A kite balloon of the type being used for spotting artillery fire by all the belligerent countries. These observation balloons are used by the thousands to observe the effect of artillery fire along the different war fronts.



Rushing the Canadian anti-aircraft gun unit at the front to fire at German aeroplanes.



The Instrument Board of an Aeroplane

- 1, Watch. 2, Altimeter. 3, Compass. 4, Pressure Gauges for two Gasoline Tanks. 5, Dial registering engine revolutions. 6, Inclinator registering level fore and aft. 7, Oil Pulsator. 8, Control stick with Thumb Switch. 9, Switches, two magnetos. 10, Air Speed Indicator. 11, Gasoline Supply Pipe.



This remarkable photograph was taken by a French aviator, flying at a height of about 1,600 feet above the battlefield. The trench in the foreground had formed the German front line, and has just been crossed by the French troops, who are seen advancing beyond it in a wave of assault through another trench further back. The big cloud of smoke in center was due to the explosion of a depot of bombs or rockets.



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A Belgian bomb dropping biplane equipped with a Lewis aeroplane gun.

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This Album

is a part of a series of three illustrated books on

MODERN WARFARE

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